

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,268 號捌十陸百貳千壹萬壹第 日肆拾月捌年六十二緒光 HONGKONG, MONDAY, SEPTEMBER 17th, 1900. 壹拜禮 號柒十月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE MALARIAL MOSQUITO
IS EFFECTUALLY
EXTERMINATED BY
THE JUDICIOUS USE OF
WATSON'S HYGIENOL.
A. S. WATSON & CO. LIMITED.
Established 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONES
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central,
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Bland
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

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WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 5.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.40 and 11.45 p.m.
SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
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9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 48 & 49, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May 1899.

VICTORIA

CYCLE

EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptness and skill.
Enamelling a specialty.

MCKIE & CO.,
43 & 45, QUEEN'S ROAD EAST,
Hongkong, 3rd November 1899.

RUINART PERR & FILS, REIMS

Established 1719.

**CHAMPAGNE GROWERS AND
SHIPPERS.**

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUREN, WEGENER & CO.
Sole Agents.

Hongkong, 17th May 1899.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 57½ lbs. net at Factory.
\$5.00 per Bag of 57½ lbs.

SHEWAN TOMES & CO.
General Managers.

Hongkong, 2nd July, 1900.

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PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
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THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

DE. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting
article on

"WHAT SHALL WE DRINK?"

in which he says—
"The great question of these tropical days is 'What Shall We Drink?' I think all medical
men are agreed that the less alcohol we consume in hot weather the better for us. Even light
beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish
to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little
Bovril (cold of course), made in the ordinary way, and added soda water. I have found this
drink sustaining and pleasant."

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AERATED WATER MANUFACTURERS.

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MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
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WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.**

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IN STONE BOTTLES.

THE BEST GIN FOR MAKING COCKTAILS—TRY IT.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS,

SOLE AGENTS.

15, QUEEN'S ROAD,
Hongkong, 17th September, 1900.

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HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED " 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE

FURNISHING DEPARTMENT.

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SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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Motor Cycles**, by G. D. Hiscox ... 9.00

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Colquhoun, Maps and Illustrations ... 9.00

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	1 DOZ.	2 DOZ.
MEDOC	\$4.50	\$8.00
CALIFORNIA CLARET	4.50	8.00
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ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED).**

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON,

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packings for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Pistons and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAUCEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK
Chief Superintendent ... THOMAS SKINNER
Superintendent ... ARCHIBALD BITCHIE
DODWELL & CO. LIMITED, General Managers.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

THE IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS the Head Office of the
IMPERIAL BANK OF CHINA
has received reliable information that the
Bank's Premises in Peking have been destroyed by
the Rebels and a quantity of its UN-
ISSUED NOTES have been STOLEN there-
from, the Public are hereby cautioned against
purchasing or dealing in any way with any of
the Bank's Notes expressed on the face thereof
to be payable at its Office in Peking in
CHING PING TSU YIN currency, as the
Bank accepts no liability for the Unissued
Notes that have been so stolen.

The Numbers of the Stolen Unissued Notes
will be advertised as soon as possible.
By Order of the Board of Directors.
For the IMPERIAL BANK OF CHINA,
A. W. MATTLAND,
Acting Chief Manager.

Hongkong, 13th September, 1900.

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.

Telegrams: "CARMICHAEL" Hongkong.
Telephone: 232.
H. F. CARMICHAEL,
H. J. BARLOW.

Hongkong, 1st June, 1899.

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY,
have this day been Removed to
9, PRAYA CENTRAL.

Entrances East Lane, recently Messrs.
Wendt & Co.'s Offices, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

HOTELS

NOTICE.

TRAVELLERS are invited to visit the
WINDSOR GARDEN AND RES-
TAURANT just established next to Happy
Retreat, near the Race Course. It can be over-
looked from the Bowen Road Bridge.
Hongkong, 1st September, 1900.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden. It is an ideal place of Resi-
dence. The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.

Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OBBORENE, J. H. DOWNS,
Proprietors, Manager.

Hongkong, 8th September, 1900.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INSURANCE.

STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the
BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions One
Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to
DODWELL & CO. LIMITED,
Agents.

Hongkong, 9th November, 1900. [1-1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PUNKET'S GAF, The PEAK, near the
Tram Terminus.
Tel. 56.

For Terms, apply to the
MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks, and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate. A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GUANHE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.

Terms Moderate. L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

VICTORIA HOTEL.

SHAMPOON-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specialty built 8-story wing added to it, now
affords splendid Accommodation for 40 to 50
visitors.

The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Best boards all Steamers on
their arrival and departure

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap-
side..... \$10.90B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80C—WATSON'S ABELONE GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00THORNE'S BLEND and WATSON'S
GLENORCHY are high-class Soda Whiskies,
of greater age than most brands in the
market.ABELONE GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, September 17th, 1900

EARLY in the year 1857 the French Government, having grievances of its own to rectify, took advantage of the British expedition to China to join in seeking redress of that obstinate and wrong-headed nation; and on the 27th May, forty-three years ago, the French first-class frigate *Andromède* set sail from Toulon, having on board Baron Goss and his secretary the Marquis de Mors. The *Andromède* was a ship of the then most modern type, and in addition to carrying a large armament, was propelled by a screw driven by engines of 900 horse power, nominal. Steam navigation was only then beginning to be applied to ships of war, and it therefore need excite but little surprise to learn that it was not till the very end of July that the voyagers reached the Cape of Good Hope, having experienced by no means pleasant weather on the journey. As the ship had to spend some time refitting, and as the Marquis was a keen, though on the whole friendly, critic, it is interesting to review his experiences in the light of subsequent events. Of the road from Simon's Bay to Capetown, he tells us that it was one long street dotted with pretty cottages with verandahs, white-washed walls, and green outside shutters. "There is an air of elegance about the smallest out. It is English tidiness engrafted on Dutch cleanliness." Even then the population of Capetown amounted to some 30,000 of European blood, but what most struck the traveller was finding that the colony had its own government, and administered its affairs through its own Parliament without interference from England. That a colony under the circumstances should remain loyal seemed impossible to the Frenchman, who sees the only reason in the fact that it is deficient in population and capital, and could not exist without direct assistance from England, in the way of troops, &c. He of course saw the advantage to England of the positions at Table Bay and Simon's Bay, which during peace protect her trade, and in war establish for her an overpowering preponderance in the Southern Atlantic.

These, however, are only facts that would have struck any traveller of ordinary intelligence. The most interesting portion of the book is that connected with the social problem, and the separation of the races, the abundance of horses and the methods of travelling by ox-teams and wagons, the latter showing every evidence of their Dutch origin. The great table-lands and their sparse population, the abundance of wild game, and the unsettled habits of the colonists come in for remark. The large infusion of Huguenot blood is commented on, and the curious fact that at that time nearly all the missionaries in the Colony were French Protestants, while the capabilities of the soil and climate for viniculture had attracted a considerable number of French settlers. All these things combined were evidently bringing about a peculiar phase of civilisation in the Colony different from that prevailing elsewhere. It is, however, when speaking of the Boer population and their manners and customs that the Marquis's book is most interesting. He speaks of the British Government having permitted the establishment of two small but independent republics to the north of the Colony. "Till very recently Cape Colony extended much further to the north. But the English Government, finding it useless to penetrate so far into the interior, and preferring a well-marked geographical boundary to an uncertain line nowhere distinctly marked, in nature, and always exposed to the invasion of barbarous tribes, abandoned a whole region which had previously been annexed, and fixed the Orange River as the northern frontier of the colony. It was within the limits of the territory so deserted and left without any government that the two small communities to which I refer were formed. They have their own government, and are entirely self-dependent." Quoting from a recent French traveller amongst these regions, the author gives a by no means flattering account of these peoples thus removed from contact with civilisation, which is well worthy of being read and studied after a lapse of nearly half a century. "The habits of these Boers, who have lapsed from a state of civilisation to a condition little better than that of savages, might furnish a novelist with a few good scenes. They live in the midst of extensive farms, in houses miles from each other, alone with their wives and children, servants and herds. They have large families, the ordinary number of children being from fifteen to eighteen. They have enormous herds. The Kaffirs sometimes carry off their cattle. They the Boers mount on horseback, load their guns, and start at once in pursuit of the robbers. They are such excellent marksmen, and their skill in this respect is so well known to the natives, that the latter run off the moment they come in sight, leaving their booty behind them. "It is a remarkable fact that these wild herds, men, living far in the wilderness and altogether beyond the pale of civilisation, had heard of the Crimean war. In the evening when the day's work was done, nothing pleased them better than to hear about it. They know absolutely nothing of politics. They hear little of what is going on in the world. They read their Bibles and abuse the English. Round these two pivots turn all their thoughts. Dutch to the core, in all their feelings, hatred of the English constitutes their nationality. It was this feeling which led them to emigrate to the outskirts of the colony, and caused the exodus from Port Natal, a phenomenon full of interest in the history of humanity. This event has been recounted by one of themselves in the style of the historical books of the Old Testament." Pastoral nomads have everywhere long memories; the King's wanderer over Central Asia sings to-day of the glorious deeds of a Genghis Khan; and the Boer oblivious of what has happened in the meanwhile, still in memory goes back to the seventeenth century when Drake and Van Tromp fought for the commercial supremacy of the world. The rooted antipathy of the Boers towards the English has thus, as is always the case, its foundation in a long past history. Elsewhere the antagonism between Dutch and English, which was perfectly natural during the great contest for supremacy, when more than once Dutch men-of-war sailed on plunder bent up the Thames, and even threatened London itself, has ceased, and been succeeded by a general sympathy of race and religion. To the Boer in Southern Africa, the succeeding two centuries have been a perfect blank. As he descended in the scale of civilisation, the prejudices, not the judgment of his remote ancestors prevailed, and increasing ignorance riveted the chain on his intellect. In the emancipation of the slaves England finally severed any bond of fellow-feeling with the Boer which might have found space to develop. The reading of the Bible, or rather of the Old Testament, as their sole acquaintance with literature, has had the effect on the Boer that he sees in himself the representative of the "Chosen People" of old, whose privilege it was to purge the soil from the presence of the aboriginal stock. To exterminate the Kaffir by any means in his

power—murder, treachery or starvation alike—is in the eyes of the Boer, an acceptable sacrifice to the old Israelitish God he worships. In emancipating the slave and checking the outrages on humanity of the Boer the British Government is in his eyes making an attack on his sentiment of religion; the compact with the African is an unholy thing, equally deserving of divine punishment with the truce made by the Israelites of old with their Amalekite neighbours, and to counteract so impious a conjunction murder, treason, and perjury may well be resorted to as in the sight of Heaven positive virtues. Such was the impelling concept of the Boer half a century ago, and the present war was the necessary result, as soon as he bethought himself sufficiently powerful to take up arms against the impious upholders of alien rights.

The French mail of the 13th August was delivered in London on the 14th inst.

During the 24 hours preceding noon on Saturday there were reported no cases or deaths from plague.

Major H. H. Brown, R.A.M.C., Acting Principal Medical Officer, has been appointed member of the Sanitary Board.

Among the departures by the *Payson* we notice the name of Mr. J. Y. Mayston, inspector of machinery at the Naval Yard, who has gone home after three years in the Colony.

Among the invalids who arrived from the north the other day in the *Jebe* on his way home was Corporal Hammond, of the R. W. F. who lost his left arm at the attack on Tientsin. He and his section were sitting on a railway siding when a shell burst near them; and his arm was taken clean out of the socket.

A Hindoo Cemetery has been authorised on the south slope of Danger Flag Hill, Kowloon, on Military Reserve Land, midway between the Military and Association Rifle Ranges and about thirty yards to the north of the line joining the butts. The Cemetery measures fifty feet square, and its limits have been defined by wooden pickets.

The other day Inspector Duncan visited the coal shop at Wanchai which bears the sign of Wong Jan and Company. Finding a Chinese weight 12 per cent, in favour of the purchaser he summoned the proprietor, for being in possession of a weight not of the proper standard. The Inspector explained to Mr. Hazeland on Saturday that the man had an English weight which was all right and which he probably used when selling coal to customers. The weight which was wrong he no doubt used when buying coal brought to him by people who had stolen it. His Worship said he had reason to believe that hardly any of these small coal-dealers bought their coal properly; they were nothing more nor less than receivers of stolen goods. A fine of \$100, or two months, was imposed.

There was a row among the coolies at Quarry Bay Sugar Refinery last week, some Cantonese severely drubbing some Chiu Cheu men, whom they out-numbered, one of the defeated party being so badly used that he had to be sent to the hospital. In consequence the Chiu Cheu men were afraid to return to work. They went to the head coolie's house for their wages and on being refused, as they had not worked the week out, they appear to have created some disturbance. At any rate the head coolie summoned nine of them to appear at the Magistracy on Saturday. During the hearing of the case it came out that previous to their going to the complainant's house on Sunday the complainant and two of the defendants called at the Central Police Station. Inspector McLennan, who was on duty in the charge room, said that he heard the complainant promise to pay the men, but that he afterwards refused to do so. Hence the disturbance. Under the circumstances, His Worship discharged the men.

Two firemen from the U.S.S. *Meade* found themselves in the deck on Saturday charged with riotous behaviour in the Hunghom Hotel while drunk. Their names were George Nash and John Halston. When charged 2 ash said he was drunk but not riotous. Halston denied being drunk, adding that he merely tried to quell a disturbance which was going on in the hotel. The landlord's story was that at five o'clock the previous evening Nash came into his hotel and ask for some wine. As the man was drunk he refused to serve him. Nash then became very angry, and revenged himself by going behind the bar and smashing five or six tumblers. Then Halston came in. He took a bottle of whisky from the counter, drank out of it, and then throw it away. The men attempted to strike him. He told them to go away, and because they refused he sent for the police and had them arrested. Nash said there were two men fighting in a back room and he interfered. Halston said he never broke a bottle of whisky. He removed a bottle from a chair and put it away so that the men who were fighting could not break it. His Worship, to the complainant: Why did you not stop the men who were fighting? Why did you not call in the police?—The complainant: I went for the police and in the meantime they went away.—The barman's story was somewhat different from the landlord's. He said Nash came in with two bottles of whiskey which he had bought at the campudoro's shop next to the hotel. He asked him for a corkerew, and because he refused to let him have one he abused him. Then he went up to two or three men who were sitting on a bench, let them drink, and then threw the bottle on to the floor. This was all he saw. He did not see any tumblers broken.—The two stories were so contradictory that His Worship dismissed the case.

The *Foochow Daily Echo* of the 8th inst. reports that the crops have been refreshed (during the week ending on the 8th) by thunderstorm showers, but there is still a good deal of rain wanted.

The Japanese armoured cruiser *Atsuta*, which was built at St. Nazaire, and which put in at Spithead to complete her electrical fittings, left on the 13th ult. for the Far East.

The Dutch dredger *Port Arthur*, of Rotterdam, now on its way North, has been secured by the Russian Government, although it is steaming out under the Dutch flag. It is to be used for deepening Port Arthur harbour.

The Russian Volunteer Fleet steamer, *Nijni Novgorod*, which ran on a reef at the Single Road on the 14th ult. with Russian troops on board, has been floated, and towed to Port Arthur by the Japanese warship *Takago*.

At the rehearsal of the big operations arranged for August's Bank Holiday several thousand armed cyclists met on the South coast of England to carry out General Sir F. Maurice's scheme for the cyclist defence of that portion of Great Britain. General Gatacre was a spectator of the operations.

The official *Invited Review* announces the appointments of General Myloft, Commander of the 20th Infantry Division, to the command of the 3rd Siberian Army Corps, and of General Fylypoff, commander of the 11th Army Corps, to the post of Commander of the corps landed in China.

The young European lady who was shot by her husband, Nai Moimt, a Siamese, on board the *Kongkwa Maru* at Singapore a few days ago, under circumstances already reported in these columns, was well enough to appear in court at the magisterial examination, when the prisoner was remanded for further evidence.

According to a London telegram dated August 31st, it was on that date officially certified that eleven cases of bubonic plague had broken out in Glasgow. The *British Medical Journal* in discussing the subject doubts whether even the vigilant medical officers of health at our numerous seaports are in a position to deal with imported cases of plague as promptly as desirable. That journal further points out that while there is no need for alarm, it is not convinced that we are not liable to have cases of plague occurring in seaport towns and in large cities, and it urges the Local Government Board to issue information, so that every medical man shall know immediately what to do.

The August return of deaths in the Colony shows that during the month the European and foreign community there died 19 civilians, 4 of the Army, and 3 of the Navy. The Chinese deaths numbered 528, 110 of which were in No. 2 District, 56 in No. 3, and 48 in No. 2. Chest affections last month claimed 103 victims, while the plague figures fell to 83, of which 15 were in No. 9 District. The principal death-rates per 1,000 per annum were:—British and Foreign Community (Civil) 25; Chinese Community, Victoria, Land 25.4 and Harbour 26.3; Chinese Community, Whole Colony, Land 25.3, Boat 27, Land and Boat 25.5; British, Foreign, and Chinese Community, excluding Army and Navy, 25.5.

The additional particulars which have reached us regarding the damage caused to the steamer *Canton* during the recent typhoon show that the vessel fared worse than was at first reported. She left Hainan on the 9th inst., and at once met with a steadily increasing wind and sea with heavy rain. For forty-eight hours the ship laboured heavily, and on Tuesday morning a heavy sea swept away the after-saloon. Then sea after sea washed everything from the deck, and while the storm was at its height the Chinese on board refused to obey the orders of the European officers, who had to do the best they could to save the ship. During the afternoon the quadrant carried away, and the rudder went by the board. An improvised steering gear was made by means of wires led to the winches, and in this manner the vessel was saved through the gale over 200 miles. Fortunately the weather moderated on the Wednesday, and the *Canton* was able to reach port in safety. It is recognized that the vessel was saved wholly through the indefatigable exertions of Capt. D. F. Lawrence and his officers, the Captain himself being on the bridge for 72 hours.

The damage caused in and around Manila by the recent typhoon has been considerable, according to the *Manila Times* of the 9th inst. Fortunately, up to the time the mail left, no lives had been reported as lost, and very little personal injury had taken place. The storm, the *Times* states, is perhaps the most furious one that has visited Manila since the American occupation. All the military telegraph wires leading into Manila were broken down, and portions of Manila were under water for a whole day, flooding the houses and causing much damage to the homes of the people. The banks of the Rio Grande were overflowed to an alarming degree, and whole rice crops were destroyed. Very little damage was however done to the shipping, as all the steamers and small craft heading the warning given them, sought shelter in Cavite Bay or any other spot where they could obtain a good cover. The steamer *Kongkwa*, Capt. Pooley, encountered very bad weather coming up from Saigon, and on the 5th inst. sighted a schooner with a crew of nine on board in a sinking condition about 15 miles east of Marinduque. Capt. Pooley took the crew off the derelict, which foundered shortly afterwards.

By the annexation of the Transvaal, the British Empire has been increased by 119,780 square miles.

The Secretary for War has given instructions that in the event of troops being ordered to proceed to China, every facility is to be afforded them to undergo the operation of inoculation against enteric fever.

The French Minister of Marine has sent a commission to Boulogne, says a Dover correspondent, to inquire into the feasibility of erecting a deep-sea naval harbour there, as an offset to the national harbour now being constructed at Dover.

A company has been formed and registered for the erection of a new Chamber of Commerce building for London. The subscribers to the memorandum and articles include Lord Avebury, Sir Albert Rollit, M.P., Mr. Tritton, M.P., and Mr. Sandeman.

A tremendous heat wave has swept over portions of America, the returns being phenomenal in the state and valley of the Mississippi. Two thousand horses dropped dead from the heat in the streets of Chicago during the week which ended on the 13th of August.

The *Gazette* (London) last month had the following notifications:—Colonel (local Brigadier-General) A. R. F. Dorward, C.B., D.S.O., to retain the local rank of Brigadier-General and appointment of Brigadier-General on the Staff whilst employed in Northern China, subsequent to the arrival of Colonel (local Brigadier-General) Sir A. Gascoke, K.C.B., A.D.C. to the Queen, Indian Staff Corps.

The crew of the Atlantic liner *Cymric*, 12,352 tons, have had a terrible experience at sea. On the steamer's last voyage but one from Queens-town to New York an alarming fire occurred on board. For thirty-six hours the crew battled heroically against the flames. The fire was confined to the steamer's forehold, and the fumes of chlorine gas were suffocating. Ultimately the hold was flooded and the fire extinguished. Practically no damage was sustained by the ship.

The death rate in Madras during the week ending the 24th of August was no less than 75 per thousand of the population, or 10.8 per mille above the mean of the ten previous years. The total number of deaths was 650, of which 87 were from cholera. "These are appallingly high figures," says an Indian journal, "and until the rains fall copiously we fear that things will not mend. The showers that we have been having lately have been grateful in a way, but they have undoubtedly been the chief cause of increase of disease and death in Madras."

The General Orders in connection with the Hongkong Volunteer Corps say:—With regard to the parade and march out ordered for Saturday, the 22nd inst., the Commandant regrets to say that since the order was issued, it has been brought to his notice that the Aquatic Sports of the Victoria Recreation Club are to be held on the afternoon of that day, and that a considerable number of members of the Corps have been training for and wish to attend the Sports. He therefore thinks it desirable that the parade and march out be postponed until Saturday, the 29th September, when it will take place in any event.

A detailed scheme has been sanctioned by the Government of India for the organisation of the mule and pony transport to be purchased on mobilisation, to expand what is kept up in peace-time into full corps, states a Simla despatch under date August 31st. It includes the raising of an extra pack-mule corps, to take its place in the transport of a field army, of the corps of ambulance riding mules already sanctioned, and also the addition of certain extra supervision establishments for animals collected in excess of the first requirement. The establishment of a pack-mule cadre when expanded will comprise 140 mules, 192 of which are to be kept up permanently, all under a British Officer, 4 British N.C. Officers and 28 Native Officers. That for a mule cadre for a Cavalry Brigade will include 300 carts, 938 mules and 305 drivers under a British Officer. 764 of these mules and 200 of the drivers will be engaged when mobilisation is ordered. British Officers commanding the Transport Corps will receive Rs. 300 in addition to the Staff Corps pay of their rank, while British Warrant Officers brought in on expansion will get Rs. 30 monthly in addition to the departmental pay of their rank.

The death is announced, at the age of sixty-six, of Dr. John Anderson, M.D., LL.D., &c., at Exeter. Dr. Anderson was the son of the late Mr. Thomas Anderson, secretary to the National Bank of Scotland, Edinburgh, in which city he was born in 1833. In 1868 he was selected by the Government of India to accompany an expedition to Western China via British and Independent Burmah, in the capacity of scientific officer. Again, in 1874, he was chosen by the Government of India to proceed once more to Western China in the same capacity as on the former expedition, and with instructions to advance from Bhama to Shanghai. This expedition was attacked by the Chinese, and was obliged to retreat to Burmah. Besides numerous papers on zoology, Dr. Anderson is the author of many independent works, among them being "A Report on the Expedition to Western China via Bhama," published by the Government of India in 1871; "Mandala to Mienien," an account of the two expeditions to Western China under Colonel Sir Edward Slesier and Colonel Horace Browne; "Antiquities and Zoological Researches," including an account of the zoological results of the two expeditions to Western China in 1868-69 and 1875.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

* SHANGHAI, 14th September, 8.11 p.m.

LI HUNG-CHANG LEFT SHANGHAI ON FRIDAY.

Li Hung-chang left to-day for Tientsin by the China Merchants' steamer *Anping*, sailing under the British flag.

HAD HE A RUSSIAN ESCORT?

It is reported that he had a Russian escort. This was flatly denied when Admiral Seymour enquired, but the German despatch vessel *Hela* left at the same time.

HIS ATTITUDE.

It is certain that Li Hung-chang will merely register Russia's orders. 20,000 CHINESE TROOPS AT PEKING.

PRIESTS AND CONVERTS RESCUED BY CHINESE TROOPS.

Chinanfu reports that an encampment of Roman Catholic priests and their converts at Hochien, Chihli, which has been besieged by the Boxers since June, was relieved on the 29th August by the troops sent to Chihli by Acting Viceroy Tingrang.

* Delayed in transmission.

London, 15th September, 8.40 p.m.

GERMANY AND THE YANGTZE.

The *Cologne Gazette* in a manifestly semi-official communication strongly repudiates the allegation that Germany has ambitious and self-seeking plans about the Yangtze.

THE WAR IN SOUTH AFRICA.

London, 14th September, 8.10 p.m.

LORD ROBERTS'S PROCLAMATION.

Lord Roberts has issued a proclamation to the Boers to the effect that Mr. Kruger has formally resigned and that further struggle is useless. There are 15,000 Boer prisoners, and none of these will be released until all combatants surrender unconditionally.

GUERRILLA WARFARE TO BE SUPPRESSED.

He warns them that vigorous measures will be taken to stop guerrilla warfare.

VILJOEN TEMPORARY CHIEF.

It is reported that Botha is unwell and that Viljoen temporarily commands the Boers.

BIG CAPTURE OF FOOD AND AMMUNITION.

General Buller has captured Spitzkop with 300,000 lbs. of food and 200 boxes of ammunition.

London, 15th September, 6.40 p.m.

GEN. FRENCH MAKES A GREAT HAUL.

General French surprised the Boers at Barterson and captured a supply depot, 100 prisoners, and 43 locomotives, as well as releasing 82 British prisoners.

GENERAL NEWS.

Taipei, 15th September, 11.45 a.m.

STRONG TYPHOON IN FORMOSA.

A strong typhoon is blowing and the floods are raging in the neighbourhood.

REUTER'S SERVICE.

London, 14th September.

OFFICIAL VERSION OF MR. KRUGER'S FLIGHT.

The official version of Mr. Kruger's flight is that he has received six months leave to work for intervention in Europe. Burgher Schalk Burger will act as President during his absence.

THE POWERS IN CHINA.

Great Britain replied to Russia on Tuesday by declaring that she was not able to agree to the withdrawal from Peking before satisfactory terms had been arranged with China.

It is declared in Washington that unless the negotiations in China develop more unity among the Powers than what has been shown over the question of the evacuation of Peking, the United States will negotiate on their own account.

LORD SALISBURY.

Lord Salisbury is at Hatfield.

LONDON, 14th September.

THE SOUTH AFRICAN WAR.

General Hart has surprised the Boers and reoccupied Potchefstroom. General Buller has captured Spitzkop with large supplies.

Commandant Botha has resigned his command owing to ill health. Commandant Viljoen replaces him.

GREAT BRITAIN IN CHINA.

The Times urges the reinforcement of the China Squadron, which, it states, is now inferior to that of Germany. It also urges the strengthening of the forces in Peking.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

On Saturday the transports *Reina* and *Sunda* returned from Taku, and the *Clive* from Shanghai.

The *Lalpoora*, British transport, left on Saturday for Taku, as did the French transport *Adour*. The *Lavada* left for Calcutta.

The Italian transport *San Gottardo* arrived yesterday from Singapore.

THE COMMANDER OF THE ALLIES.

Count von Waldersee, who is due here by the *Sachsen* to-morrow, took leave on the 13th ult. of the officers of the Hanover Garrison. Replying to a speech of General von "Kaiser, the Field-Marshal said that he entered with courage upon his high and difficult mission, supported by the confidence of the Emperor and his exalted Allies. "I reply," he said, "upon my good fortune as a soldier, and hope, with God's help, to carry through my task to the welfare of my Fatherland. His Majesty, the Emperor! Hurrah!" In a second speech, Count von Waldersee spoke of his attachment to the 9th Army Corps and said: "I know that the 9th Army Corps will do splendid work under the leadership of its distinguished commander, if new complications should arise out of the present troubles."

Count von Waldersee's staff, according to the *North-German Gazette*, includes 41 officers, higher officials, and surgeons, and 172 non-commissioned officers, subordinate officials, and men. The number of officers is the same as that of the first army in the Franco-German War, which at the beginning of the campaign was of the same strength as the Allied forces operating in Chilly. Two Russian officers and two Italians were expected to accompany the staff.

In a speech at Hanover on 15th ult. Count von Waldersee said: "The affection and confidence which have been shown me not only in Hanover, but throughout the whole empire, and even beyond its borders, have given me great satisfaction."

It is a difficult task which has been entrusted to me by my appointment as Commander-in-Chief. It has never yet occurred in the history of the world that a general has commanded so many troops belonging to so many different nations; but I do not go forth alone, and my confidence is strengthened by the fact that I shall be accompanied by 15,000 German soldiers.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SOLDIERS AND SAILORS' CHINA RELIEF FUND.

TO THE EDITOR OF THE "DAILY PRESS."

Head Quarter House, Hongkong, 15th September.

Sir,—You were kind enough some three weeks ago, through the instrumentality of various subscribers in Hongkong, to forward us the sum of 375 dollars, which was further augmented by 100 dollars from Major-General Gascoigne, making 475 dollars in all.

This was handed over to our committee, to spend in the manner we considered most advisable for the use of the sick and wounded soldiers, and sailors at the front (in China), and a number of ladies were kind enough to volunteer their services in the making up of the materials.

We have now the honour to inform you that we have spent the money in the following manner, and the articles in question have been forwarded by us to Colonel Prendergast, R.E., Commissioner at Weihaiwei, for distribution by him as he sees fit:

40 Flannel Shirts.
55 Sols of Pyjamas.
13 Flannel Bodysuits.
10 Dozen Woollen vests.
12 Dozen pair of socks.
6 Knitted waistcoats.

In addition to these, we have also included 10 books of short stories kindly forwarded by Mr. E. Chatterton Wilson.

May we also take this opportunity of thanking all those ladies who so kindly helped us in the work, and those subscribers who enabled us to send these comforts to our comrades in the North? We have the honour to remain, yours obediently,

H. GASCOIGNE,
A. E. BERTIE,
J. TURNER,
A. OLIVE.

GOING INSANE.

A. L. Rimer, of Stonyridge, N.Y., says:—I was for a long time troubled with sleeplessness with intense neuralgic pains in the head, which made me feel as though I was going insane. The physicians could do nothing for me. I heard of some extraordinary cures effected by Little's Oriental Balm, and resolved to give it a trial. In five minutes after the first application, I was entirely relieved from pain. I can now enjoy a good night's rest. Sold at 1s. per bottle. Agents for Hongkong: THE YIC-TORIA DISPENSARY, Ltd.

TRIAL TRIP OF THE S.S. "NANNING."

The trial trip of the new steel stern-wheel steamer *Nanning* took place on Saturday. The vessel is the first of two building by Messrs. Geo. Fenwick & Co., intended for the West River trade, her sister ship, the *Sainam*, being now ready for launching.

The principal dimensions of *Nanning* are:—Length over all 108 feet, Breadth moulded 31 feet, Draft of water with 170 tons cargo, 4 feet. The passenger accommodation is extensive. On the main deck are two large compartments with berths for 64 natives, and a separate quarter for women with 10 berths; the crew's quarters are on this deck at the forward end. The saloon deck has accommodation for 16 second class passengers and a women's room with 8 berths; forward of these are the officers and first class passengers' state rooms, boys' rooms, lavatories, &c.

Above the saloon deck is the pilot house and Captain's room, lifeboats, and appliances for navigating the vessel. The electric light is installed throughout, thus reducing the danger of fire to a minimum, as no kerosene or naked lights will be required in any part of the vessel. On Saturday night the ship was lighted up by electricity, when she presented a brilliant spectacle.

The machinery deserves special mention and speaks volumes for the resourcefulness of Messrs. Fenwick & Co. in being able so successfully to carry out a work of this magnitude, so different to their ordinary type, without dislocating their usual business; special appliances had to be devised for machining some of the heavy parts, and a new cupola was constructed for making the large castings, all of which turned out successfully. We may mention that the low pressure cylinder weighed 34 tons. The engines are compound surface condensing, diameters of pistons 18" and 36", and length of stroke 4 feet. The cylinders are fixed to a cast-iron frame on the main deck, which is extended to carry the paddle wheel. The latter consists of 14 wood floats secured to steel rims, the diameter from centre to centre of floats is 17 feet and revolutions of the wheel 24 per minute. Water is circulated through the condenser by a separate rotary pump, which with the Air Reed and Bilge pumps is in a compartment underneath the engine room. The Dynamo and Motor are in the engine room, where is fitted an elaborate system of switch boards; there are also switches in various parts of the vessel, so that the officer on watch may control any section without having to send messages to the engine room; on account of the distance to the pilot house being great, a speaking tube is fitted between it and the engine room, and the reply telegraph has two standards on the bridge and "tell-tale" arrangement showing the direction in which the engines are running.

The Boiler is 13 feet in diameter and carries a pressure of 120 lbs. steam; forced draft is provided by a separate engine driving an air impeller 5 feet diameter; the change from forced to a natural draft can be effected in a few minutes.

A steam Windlass and Capstan are fitted forward, the anchors are Trompan's patent, and cables to Lloyd's test.

On the trip, the machinery ran well, and the smoothness and easy handling of the main engines were noticeable. Unfortunately no speed trial could be taken as, owing to the very tight draught of the vessel, and the position of the orifices for inlet of condensing water being near the wheel, immediately on a high speed being attained the centrifugal pump became charged with air, and consequently refusal to work; this defect was discovered at the preliminary trial a few weeks ago, and in consequence an additional injection valve was fitted, but apparently is not sufficient to overcome the difficulty. Other defects will be tried, and before the vessel is placed on her run the high speed expected by her owners and builders will have been attained.

The following gentlemen were present:—Mr. Lowe and Mr. W. Ramsay, Superintendent Engineer (representing Messrs. Butterfield and Swire); Mr. Yee (representing the Hongkong, Canton and Macao Steamboat Co.); Mr. A. Sinclair, Superintendent Engineer (representing Messrs. Jardine, Matheson and Co.); Messrs. A. Rodger, Director, W. G. Winterburn, General Manager, J. Andrew, Superintendent Engineer, and V. Merry, Engineer, for the Builders (Messrs. Geo. Fenwick and Co., Ltd.); the representatives from the three local newspapers, and guests. It was a fine afternoon, and refreshments were provided in the saloon, and with the exception of the fact that the pump was not working as well as was anticipated, there was nothing to interfere with the success of the trip.

THE YANGTZE VICEROYS.

MR. GUNDY'S VIEWS.

Mr. R. S. Gundy, in the course of a letter to the *Times*, emphasises the importance of a direct understanding with the great Viceroys. He writes:—The mistake of looking exclusively to Peking, and ignoring the great authority of the provincial officials within their respective jurisdictions has been evident to residents at the treaty ports for years. At first, no doubt, consideration was shown for provincial needs. Sir Thomas Wade, writing in 1885, says three-fifths of the Customs receipts were at that time applied to the expenditure of the provinces. But, whatever may have been the case in 1885, there cannot possibly be such consideration shown now. Not only is the Customs revenue absorbed by the services of the debt, but it is the subject of complaint with the Yangtze Viceroys that a portion of their levies is diverted to the same purpose. Now the Administration has to be carried on, and the only alternatives were extra taxation or reform. The Emperor tried to inaugurate reforms, including even the publication of a budget, whereupon all the Manchus and Peking placemen who sat upon the present system combined to displace him and inaugurate the regime which has led up to the present crisis. Our acquiescence in that coup d'Etat has been regarded by the British community in China as a grave mistake. Many living in the provinces have been in contact with a different phase of opinion from those who breathe the atmosphere of Peking. They think provincial opinion was largely on the side of the Emperor, and the attitude of the great provincial officials during the present crisis seems to show that they were right. The declared aim of our policy, after the Treaty of Tientsin, was to strengthen the Central Government. One effect of that policy has been to place Peking in possession of revenues which it has misappropriated, squandered on wasteful preparations, and eventually alienated; another has been to vex the provincial administrations. Yet, now the Central Government which we have been so anxious to strengthen has been reduced to a mere shadow, and has been unable to render us the help we stood in need of on our side, at least so far. It has been a matter of discretion, doubtless, rather than love. Still it must have required courage as well as wisdom to resist the pressure put upon them from Peking. If the Tsun party gained the day they might have to pay the penalty with their heads.

CANTON.

[FROM OUR CORRESPONDENT.]

THE UNEMPLOYED.

On account of the troubles in the North and the consequent closing of many shops there and elsewhere, the business of Canton has been very much paralysed, and between five and six thousand labourers were thrown out of employment. The Nam Hoi Magistrate the other day called a meeting of the head men of the guilds and gentry, and proposed to enlist half of the number as soldiers; but as to the other half the head men promised to find work for them.

A BEAG FLAG CHIEF COMES BACK.

With regard to the report that Linyangfu, the Beag Flag General, has taken 5,000 soldiers to the North by the overland route, it is now said that he and his troops are coming back, saying that there is no use proceeding further.

SUN YAT SEN AGAIN.

It is rumoured that Sun Yat Sen the reformer, who it may be remembered, was suspected two years ago of smuggling arms into Canton and trying to raise a rebellion in Kwangtung in the time of the late Viceroy Tan, and who in consequence was said to have taken refuge in Japan and other places, is gathering his followers and enlisting soldiers somewhere about the West-river, and acting in conjunction with his colleague Kang Yu-wei, intends to march up to the North to wreak vengeance upon the vicious mandarins, and help the Foreign Powers to restore order.

LOCAL RUMOURS.

All the newspapers having been suppressed here, the bad characters a few days ago started a fresh rumour just the contrary of the foreign version, to the following effect: that 20,000 foreign soldiers were killed by the Chinese troops; that the Foreign Powers had to withdraw their troops from Peking, and pay an indemnity to China; that the Foreign Powers are to forfeit their treaty rights, and all the ports are to be closed against foreign commerce; that Kwang Hsu is to be reinstated, and the Empress Dowager banished; that Kang Yu-wei is to be recalled to be minister in place of Li Hung-chang; and that all missionaries are to be excluded from China. Another rumour is to the effect that there are thirteen Foreign Powers waging war against China, of whom Japan is most powerful because she reached Peking first and did most of the fighting; that China has to pay to them 13 million taels; that in each treaty port there will be two foreign Consuls to guide the mandarins in governing the people; and that any native converts who repent, and are willing to follow Confucianism again, are at liberty to do so.

CONSEQUENCES OF THE TROUBLES.

The literary examinations in all the provinces have been postponed this year in consequence of the Peking trouble, as it was feared that by their anti-foreign prejudices the *literati* might raise trouble and incite the populace to riot. The Wai-fang farmers, some residing in Canton and some in Macao, have taken steps to forward their claim to the local mandarins for a refund of part of the monopoly money. It will take some time yet to get it back.

A CANTON ROMANCE.

In the Cho Fan Street, Old City, there lived a woman, by name Aye, of the age of 22, described as beautiful and fascinating in manner; and in the same house there also lived a poor widow Lao-so to keep her company. Of late Aye had made the acquaintance of a young Buddhist priest, who in the disguise of a layman, with a false name, paid her visits, so very frequently as to rouse the suspicions of the neighbours, who reported the matter to some soldiers of the garrison near by. About a dozen soldiers were lying in wait to catch a view of the pleasure-seeking priest. On the 12th inst., between 8 and 9 p.m., as he was in the house, they burst open the door, and rushing in caught the pair in a *prise-a-tete*. Without loss of time the intruders plucked off the false queue of the bonze, tied him up hand and foot, and beat him. Mrs. Lao, hearing the noise in the next room, and imagining that it was a burglary, rushed up stairs to the roof and gave the alarm by sounding a gong and shouting out for help, which attracted all the neighbours to the spot. The priest crouching down with tears in his eyes pleaded hard for mercy. He said that Aye was betrothed to him when quite a girl, and had been married to him; that on account of family trouble he went into a convent and turned a priest, and that he came to pay her a visit. As according to the religious tenets of Buddhism a priest should live in celibacy, he was compelled to pay a squeeze of 40 to 50 dollars before he was allowed to depart.

The third batch of prisoners, the 4,000 Boers sent to Cayton, reached their destination on the 1st inst. They were the men who, under Commandant Prinsloo, surrendered at Fortonbury at the beginning of August. The personal of the prisoners, states the *Times* of Cayton, differs from the other batches already on the island, inasmuch as four hundred of them are reckoned to be genuine Boers. The remainder are men of indifferent character who have been confined in the jails at Johannesburg and Pretoria. They are, however, not criminals, but some of them are spies, and there are others who have committed treason, having broken the oath not to carry arms. The miscellaneous 200 include Austrians, French, Americans, Irish, Scotch, and no less than five Englishmen. A third officer is a *Field Cornet* (a military rank) who was captured at the *Tsun* group of islands. He has a glance at a list of the names of the prisoners, and noticed three Krugers, eight Steyns, and five Prinsloos, besides other familiar Dutch names. One individual of note is a *Field Cornet* by the name of De Wet, who is a cousin of the ubiquitous Christian De Wet. This officer belonged to Prinsloo's Commando, and was captured at Fouriesburg. Field Cornet Oliver is another Boer officer of note, being a relative of General Oliver. He, too, was taken with Prinsloo's lot. A third officer is a *Field Cornet* (a military rank) who was captured at the *Tsun* group of islands. Another man, whose name our representative could not glean, is an individual on whose farm the Boers found buried a sum of £2,000, as well as some arms.

CONSULAR REPORT.

TIENTSIN.

Mr. Consul Charles in his report for 1899 says:—"The trade of Tientsin shows a very satisfactory advance in every direction. The advance is not of modern date, but has continued steadily for years, and has been more especially pronounced since 1888. Since 1888 there has been only one year, 1892, in which the net total of trade has not shown an increase; there has not been one year in which there has not been advance in either foreign or native imports, or also in exports, and in several years, such as 1895, 1899, and 1899, each of these three branches has shown a large advance. The trade of 1899-00 was almost double the totals of the years 1885-86, that of 1897 was more than double that of 1897; in 1898 the advance on 1893 was still more considerable, and in 1899 the improvement on 1890 was more than 150 per cent. The improvement has been least marked in native imports, which showed no improvement on the returns of 1877 until 1894, but foreign imports have improved every year except in 1892 since 1888, and exports have generally improved rapidly though not quite so constantly. As Mr. Charles points out, when it is remembered that Peking, of which Tientsin is the port, is the only city in the Empire of China closed to foreign trade and that Chilli is a poor province, the growth of Tientsin trade is remarkable."

The factors, he says, "which have had the greatest influence in its prosperity are chiefly the energy of the foreign merchants who have sought in many directions to encourage export trade in a field which before the opening of the port to foreign trade was of little account. The enlightened policy pursued by Li Hung-chang during his long tenure of office as viceroy of the province, towards the development of trade; the proximity of the foreign legations, and the attention thus given to the prevention of the curtailment of treaty privileges, and more recently the establishment of foreign banks, and finally the construction of railroads."

He goes on to say: "At a time when so much criticism is devoted to the methods of British trade, it is consoling to know that here at any rate in the development of export trade to foreign lands, at least in the construction of railroads, Britishers have been the first on the field and afterwards have carried on their work successfully."

Tientsin is already a very important commercial centre, but railway construction is bound to make vast changes. At present, says Mr. Charles, the difficulties encountered in traversing Shanai lead to a large part of the trade with the north-west, instead of following the direct route through Shanai, passing northwards via Kalgan and Kueihua-chang over the level plains of the Mongolian plateau to Pao-tai on the Yellow River, where it meets the other trade routes. This is more especially the case with goods carried west. Freight brought from the west sometimes follows the level route through Mongolia, but not infrequently descends through Central Shanai. The choice of route apparently depends largely on the weather.

An increase of shipping has naturally accompanied the increase of trade. The reports say:—"The total tonnage for 1899 is 250,000 tons, over that for 1898. The tendency to increase of the size of vessels has been evident here as elsewhere, and, despite the fact that only one steamer has reached Tientsin in each of the last two years, the average tonnage of steamers is now less than in 1890, namely 891 in 1890, 931 in 1889, and 915 in 1888. The proportion of British shipping to the total has somewhat diminished of late years. In 1890 it was over 47 per cent. of the whole (including Chinese shipping of foreign build), in 1893 it was 45 per cent., and in 1899 33 per cent. The total British tonnage, cleared and cleared, has, however, advanced from 406,612 tons in 1890 to 571,436 tons in 1895, and 613,896 in 1899. There may be, perhaps a decrease in the present year, as the detention to which steamers are exposed on the bar is of such serious moment that some English companies are putting their resources for a time on more profitable lines than that of Shanghai to Tientsin. Chinese tonnage is steadily increasing, and in 1899 amounted to 46 per cent. of the total shipping of foreign build."

Of course Mr. Charles has something to say of the "Boxers." The precise object which they have in view (he writes early in this year) is difficult to understand. They certainly are considered to be actuated by patriotic motives and in some way to be opposing foreign encroachments on their country. But they are not armed with firearms and do not seem to be making any effort to procure arms. [Was this the fact when Mr. Charles wrote?] Considerable sympathy is felt for them by a powerful section of the official class and though the act was prohibited by name in 1893 by Imperial Edict, no serious effort has been made to enforce the provisions of this Edict against them in the present day. Mr. Charles admits the spread of the act among the country people, but "hopes that the fall of rain may send the people to their farms and prevent the movement assuming any serious proportions."

The reports conclude:—"To sum up, it appears probable that the expansion in the trade of this port will continue. The total of its trade is already second only to that of Shanghai, and the net total of foreign imports is larger than even that of Shanghai. The development of foreign trade has entailed that of the foreign community. There are now four foreign banks, eighty-one commercial houses, and a population of about 1,400 foreigners. In the last twelve years the price of land in some instances has advanced from Ts. 500 per mu (1/6 acre) to Ts. 7,500. Public gardens and recreation grounds have been laid out. Gas and waterworks have been constructed, and in addition to the substantial buildings now erected in Tientsin, a town has sprung up at the seaside, 160 miles away, at which there are already about 100 residences."

The *St. Petersburg Gazette* publishes an interview which one of its correspondents had recently with Colonel Monte, military agent for Japan there, on the question of the value of Chinese troops. "If they are victorious," said the Colonel, "the Chinese troops will fight in an incredibly brave and reckless manner, while if they are once beaten they abandon themselves to panic, and seek safety in flight without the slightest regard for the authority of their general. The Chinese soldiers are very good, but the officers are worthless, and the greater part of them are very ignorant, as the Government engages them for their appearance and their physical strength rather than for their scientific knowledge." Colonel Monte expressed the conviction that the international troops would have no great difficulty in capturing Peking, especially as the Chinese Generals would be paralysed by their dissensions, some being friendly to the "Boxers" and others to Europeans. Questioned as to the present state of military instruction in Japan, Colonel Monte said that there were many military schools in nearly all the largest towns of the country, and that the instruction was exclusively in the lands of the Japanese, who no longer required European professors.

INDIAN CAVALRY FOR THE EAST.

The good work by the 1st Bengal Lancers in the action which cleared the way to Peking only goes to show that the "painted sticks," at which Mr. Winston Churchill girds in his usual impulsive way, are still effective weapons in the hands of trained men who know how to use them. The lance really is an ideal arm for cavalry charging a mob of undisciplined men; its value was proved beyond question in the Swat Valley and at Shabkade in 1897. The only regret now must be that a full Cavalry Brigade was not sent from India when the demand for troops for China was originally made. The march from Tientsin would probably have been a much simpler business, while the losses inflicted upon the Chinese would have been far heavier. It should be noted, too, that the 1st Bengal Lancers had only a few trifling casualties, while the Tartars opposed to them were severely punished. There may yet be a chance for the other regiments that are on their way to China, and we are convinced that if the war lasts for any length of time the Indian Cavalry will play a prominent part in the operations. As to the question of arms, it is to be hoped that the military authorities in India will not listen to the absurdity to turn good cavalry into inferior mounted infantry; to take away the sword, lance and carbine and substitute the rifle and bayonet. The reform that is needed is to lighten the weight on the horse, and this can best be done by discarding some of the equipment and not by changing the arms. Indian cavalry are never likely to meet again an enemy like the Boer. Our troops in South Africa have really been fighting against an Army composed of mounted infantry, plus a certain amount of artillery, and our cavalry have been handicapped in consequence. But simply because the orthodox shock tactics have been discarded, and the Indian Cavalry has had to become under very trying conditions, there is no adequate reason for abolishing cavalry as cavalry. Let us have mounted infantry, by all means, and let the men be picked shots, fair riders, and of good physique, led by specially selected officers; but, at the same time, let us guard against the danger of demoralising our cavalry by teaching them that they must rely upon the rifle and not upon the sword or lance. The pendulum may easily swing too far back in this instance as in many others; the East has always been and still probably will be the land of cavalry *par excellence*. The time that the Tartars annihilated the Roman legions on the Euphrates. It would be a serious matter to go against the best of the eddies and the character of the country simply because of sudden and hysterical demands for sweeping changes. Simplify the equipment; give more transport if necessary to carry the impediments; in short "take the weight off the horse," and the result will show that in India, cavalry can last out a campaign and render excellent service in their own way.

BURMESE TRANS-FRONTIER TRADE.

We have always urged, says the *Rangoon Gazette*, that the idea of an immense trade with Western China, indulged in by some enthusiasts, must prove illusory until the Government of that country is conducted in such a way as to foster trade instead of bleeding it at every turn. Until the exactions, licit and illicit, of Chinese officials are put a stop to, the trade with Western China cannot expand very largely, however much may be done on this side of the frontier to encourage it. For this reason we have always urged that our efforts should be chiefly directed to improving communications in Burma and the Shan States, so as to facilitate trade in directions where no foreign officials can counteract our efforts by imposing undue exactions under which trade is strangled. The Memorandum on the Trans-frontier Trade of Burma for the year 1899-1900, which has just been published, goes far to prove the correctness of our argument. The total trans-frontier trade of Burma for the year, so far as it can be gauged at the registration stations, amounted to 397 lakhs of rupees. Of this more than 92 lakhs are with the Northern Shan States, and over 83 lakhs with the Southern Shan States. Western China comes a very bad third with a little over 42 lakhs, and Zimma runs it very close with over 42 lakhs. Karenzi comes fifth with nearly 32 lakhs, and Siam comes last with less than eleven lakhs.

The most satisfactory feature of the Western China trade is the enormous increase in the importation of horses, mules and ponies. For three years before the average number of these animals imported was about five hundred and the value about half a lakh. In 1899-1900 the number went up to over two thousand and the value to fully 10 lakhs. Last year Western China, in this particular direction, far out-distanced both the Northern and the Southern Shan States, which in the year before had each shown an import of these animals nearly double that of Western China in money value; but, in spite of the greatly increased importation from Western China last year, the supply from the Shan States was not appreciably diminished. Of cattle only small numbers come from Western China and the Northern Shan States, and the supply from the Southern Shan States was much the same in both years, namely well over six lakhs of rupees in value, but there was a remarkable falling off last year in the importation of cattle from Siam and Zimma.

One very large item of import in the trans-frontier trade is provisions. The value of the imports under this head went up from 21 lakhs in 1898-99 to 26 lakhs in the year under report. The great bulk of this trade is with the Northern Shan States, which show 24 lakhs last year against 20 lakhs the year before. The increase is largely due to the quantities of wet rice (not paddy) in which there was a brisk trade owing to a better out-turn in the Tannong Shan State. There was also a very large increase in the importation of pigs, fowls, geese, and ducks, from the Northern Shan States, but the leading under which there are included only runs to a little over a lakh of rupees altogether. Of this, though the Northern Shan States supplied more than half, though Western China and the Southern Shan States are also increasing their supplies very markedly, while Siam and Zimma are reducing theirs. It is evident, we think that, so far as general trade is concerned, it is to the Shan States chiefly that we must look for rapid increase.

The announcement that Mr. Winston Churchill, who is nothing if not candid, is to write the life of his father, has aroused at this juncture a good deal of interest. It has drawn, too, from the *Athenaeum* the statement that when the same idea was before mooted, the late Duchess of Marlborough did not approve it, and that her grandson was refused access to the family papers. The late Duchess, as a matter of fact, had no control over Lord Randolph's papers; neither now has Lady Randolph. They were placed by Lord Randolph unreservedly in the hands of his brother-in-law, Viscount Curzon, M.P., and of Mr. Louis Mountbatten. That they will now be put at Mr. Winston Churchill's disposal, under certain restrictions by his uncle, is no longer a matter of doubt.

THE CHINESE CRISIS AND TEA IN RUSSIA.

Russian tea-dealers are much disturbed over the effects of the Chinese disturbances on the tea trade, states *Sell's Commercial Intelligence* for last month. Ceylon teas are rapidly finding a sale in Russia, and have been doing so the last year or two, and present events may favourably influence an increase in orders. Russian dealers in Chinese teas, while anxious to raise prices, are in general hesitating, fearing to favour what the papers call the present accidental demand for Ceylon brands, which, however, took rapid strides from two years ago, before there was any question of Chinese disturbances. Ceylon teas have long for some time extensively advertised in Moscow shops, some, indeed, selling no other. They sell 30 per cent. cheaper than Chinese teas here. Moscow is the great tea distributing centre for all Russia. The following shows recent progress of Ceylon teas in Russia, which would become an extensive market in the future:

Import in 1897	6,000,000 lbs.
1898	11,000,000 "
1899 (estimated)	17,000,000 "

Russian merchants affirm that all the tea ordered from China for this year is safe. Both Hankow, the port of shipment for tea carried by the sea route and Khashta, the point of departure for overland tea, are so far outside the range of disturbances. While big firms here are awaiting events, smaller dealers are raising prices, especially in the provinces, selling 10 to 15 per cent. more. The average of 100 per cent. Russian tea, of 100 per cent. Ceylon teas, too, are raising prices. The *Central Asiatic* paper, says 10 million roubles worth of different brands of tea, bought by Russian dealers, is detained at Kalgan, 150 roubles or 100 miles from Peking. Unless order is soon generally restored in China, Ceylon sales show great profit for the present, and once the brands get universally known in Russia, the demand is not likely to remain a temporary one only. China risks much in losing a considerable part of her trade, the principal source of profit to many districts of China in general and to her Government in particular. The Volunteer Fleet reserving all its steamers for Government service, several British have been chartered to convey Chinese tea to Olessa. Olessa tea-dealers, profiting by the present crisis to raise prices, big orders have been made for Ceylon tea through London dealers, which will depend on prices at the coming Nishul Norgod fair.

LATE TELEGRAMS.

NEWS VIA CEYLON.

THE WAR IN SOUTH AFRICA.

London, 27th August. Lord Roberts has arrived at Belfast to conduct the apparent final operations against Botha, who, with the main Boer army, is entrenched there making a final determined stand. Lord Roberts reports the enemy's position is one of great strength and a tremendous effort will be required, and, perhaps, a prolonged siege, before complete victory is obtained. The enemy has mounted a large number of guns commanding approaches. Botha is in supreme command, and the Tugela experience will be valuable. The difficult country suits the Boers. General Buller attacked Botha on Sunday by an assault in which our troops displayed splendid gallantry. The Boers opposed the advance stubbornly with Artillery fire till dark, and by rifle fire afterwards. Our Artillery made excellent practice, but at the end of the day no advantage had been gained. The position was as before. Our casualties are yet undetermined. This struggle will probably be the sternest of the campaign, as the Boers are determined to resist to the last.

London, 29th August. A Boer deserter has reached Buller's Camp, and describes that Commandant Botha's army is in a desperate position, and is short of gun ammunition.

Calcutta, 29th August. A *Daily News* special from London, dated 25th, states that the Continental and American Press publish long criticisms on the execution of Lieutenant Cordus for complicity in the Pretoria plot.

The continental papers vehemently accuse Lord Roberts of lack of magnanimity towards a fallen foe, and decry the injustice of the sentence, in striking contrast to the attitude of Lieutenant Corbin himself who, just before the sentence was executed, wrote to his mother admitting its justice.

It is stated by adverse critics that Lieutenant Cordus was the weak-minded and irresponsible fool of stronger men.

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12-BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE'S SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS AND BELTS.

WATER FLASKS and every kind of **SPORTING REQUISITE.**

WM. SCHMIDT & CO.

Hongkong, 21st August, 1900. [1213]

CARBOLINUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, **LUTGENS, EINHORN & CO.**

Hongkong, 31st August, 1897. [33]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARIANE, Manager. Hongkong, 17th February, 1899. [89]

WING CHEONG.

NEW ADVERTISEMENTS

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a General Meeting held in London recently an INTERIM DIVIDEND at 3 per cent. was declared on the Company's Preference Shares for the six months ending 30th June, this being at the rate of 6 per cent. per annum. Also an INTERIM DIVIDEND of 5s. per Share, or 5 per cent. for the Half-year, on Ordinary Shares (5s. paid up), this being at the rate of 10 per cent. per annum.

The DIVIDEND WARRANTS will be ready on the 1st October.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th current to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., Agents.
Hongkong, 17th September, 1900. [2431]

GERMAN SCHOOL

THE WINTER TERM will COMMENCE on MONDAY, 1st October.

Parents desirous that their Children should join will please communicate with the undersigned.

English will be taught by a competent English Lady Teacher.

Head Master: Pastor TH. KRIEDEL.
School Room: Union Church Hall.
PAUL BREWITT, Hon. Secretary.
Hongkong, 17th September, 1900. [2430]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Rouch, will be despatched for the above ports TO-MORROW, the 18th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 15th September, 1900. [2424]

FOR SHANGHAI

THE Steamship

"LOONGMOON."

Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 18th inst., at 4 P.M.

This Steamship has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., General Managers.
Hongkong, 15th September, 1900. [2425]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above on SATURDAY, the 22nd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th September, 1900. [2426]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 17th September, 1900. [2425]

SAIL TO NEW YORK.

THE Sailing Vessel

"NORWOOD"

and Sailing Vessel

"SACHEM"

will sail for the above port on or about 30th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 17th September, 1900. [2429]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex. s.s. Himalaya.
From Australia, ex. s.s. India.
From Persia, ex. s.s. Sindia.
Optional cargo will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.
Hongkong, 15th September, 1900. [2432]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION TO-DAY (MONDAY), 17th September, at 5.15 P.M.

P. A. COX, for Hon. Secretary.
Hongkong, 5th September, 1900. [2433]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA

HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [2724]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

THURSDAY,

the 20th September, 1900, at 2.45 P.M., at "TUSCULUM" MAGAZINE GAP (The Residence of BRUCE SHEPHERD, Esq.).

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
MARINBURK-MADE DRAWING ROOM SUITE, EASY CHAIRS, BLACK-WOOD-CURIO STAND, TEA-POYS and TABLES, TEAK OVERMANOELS, BRASS FENDERS, LACQUERED TEA-POYS, JAPANESE and CHINESE CURIOS, CHENILLE and MUSLIN CURTAINS, &c., &c.

EXTENSION DINING TABLE, SIDEBOARD with MIRROR, BOOKCASES, DINNER WAGGON, ELECTRO GLASS and CROCKERY WARE, CUTLERY, (ARFETS, RUGS, TABLES, &c., &c.)

MARINBURK-MADE BED-ROOM SUITE, TOILET TABLES, WASHSTANDS, SINGLE BRASS-MOUNTED BEDSTEADS, &c., &c.

BATH-ROOM and PANTRY REQUISITES, &c., &c.

On View from Wednesday, the 19th Sept. Terms:—As Customary.
Catalogues will be issued.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 14th September, 1900. [2414]

PUBLIC AUCTION.

THE Undersigned has received instructions from MR. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 22nd September, at his Store, 29, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.

TERMS:—As Usual.
V. I. REMEDIOS, Auctioneer.
Hongkong, 31st August, 1900. [2415]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 29th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 29th September, both days inclusive.

DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 13th September, 1900. [2408]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS, Number 1,299 to 1,293 for 300 SHARES of the above Company, numbered 119,983 to 119,982, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,294 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrrips for same will be issued after One month from the date hereof, and the Original Scrrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN & CO., General Agents.
Hongkong, 30th August, 1900. [2411]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of 5s. per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE, on 5th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 4th September, 1900. [2447]

PERSEVERANCE LODGE OF HONGKONG, No. 1105.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL TO-NIGHT (MONDAY), the 17th inst., at 8.30 for 9 P.M., precisely.

Hongkong, 11th September, 1900. [2431]

W. B. REWER & CO.

NEW BOOKS AND NEW EDITIONS.

Bretschneider's Map of China, Revised and Enlarged, 3s. 6d.

The Strand War Map of China, 0.35

European Settlements in the Far East, by D. W. Smith, 3.50

China, the long lived Empire, by Mrs. Seidmore, 5.00

China in Decay, by Alexis Krause, 3.50

The Overland to China, by Colquhoun, 9.50

Russia on the Pacific and the Siberian Railway, by Vladimir, 9.00

The Peoples and Politics of the Far East, by Henry Norman, 4.50

Union Jack, Volume II, 3.00

Windsor Magazine, Volume II, 3.50

Lavengro, by Borrow (Cloth), 1.50

From Sand-hill to Pine, by Brete Harte, 1.50

Black Heart and White Heart, by Rider Haggard, 1.50

Caged, by Headon Hill, 1.50

A Millionaire of Yesterday, by Oppenheim, 1.50

Should She have Spoken, by Esther Miller, 23 & 25, Queen's Road, Hongkong. [31]

PROFESSIONAL NOTICE.

DENTON E. PETERSON, DOCTOR OF DENTAL SURGERY, 9 VICTORIA TERRACE, Tientsin, 10, Des Vieux Road, CENTRAL, Hongkong.

DR. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at 10, Des Vieux Road, CENTRAL, 1st Floor. Hours 10 A.M. to NOON; 2 to 5 P.M. The Doctor is at present in Swatow. Hongkong, 28th August, 1900. [2292]

INSURANCES.

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

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DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1872. [24]

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Wm. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [1512]

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A. R. MARTY, Agent.
Hongkong, 1st August, 1900. [1118]

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SIEMSEN & CO., Agents.
Hongkong, 28th May, 1895. [26]

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HOTZ, JACOB & CO., Agents.
Hongkong, 2nd April, 1900. [1025]

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TOTAL FUNDS at 31st DECEMBER, 1899, £14,400,089.

I. AUTHORIZED CAPITAL £3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 687,500 0 0

II. FIRE FUNDS 2,701,183 13 7

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For the HONGKONG AND SHANGHAI BANKING CORPORATION, L. M. BEVIS, Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

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RESERVE FUND \$10,000,000

STERLING RESERVE \$10,000,000

SILVER RESERVE \$2,000,000

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H. M. BEVIS, Acting Chief Manager.
Hongkong, 18th August, 1900. [17]

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PAID-UP CAPITAL £324,374

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Hongkong, 23rd March, 1899. [19]

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Hongkong, 27th July, 1897. 1877

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Hongkong, 17th October, 1899. 1893

THE CHINESE CRISIS AND ITS
SETTLEMENT.

Under this heading the *Times* of the 13th
ult. published a long and important letter,
signed "X," which we reproduce in *extenso*, so
it is well worth reading as a contribution to the
vexed question now awaiting solution.

The history of foreign intercourse with China
shows that in every case resolution of the part
of the Europeans has been answered by timidity
on the part of the Chinese, hesitation by
arrogance. And unless this uniform experience
during the time of the East India Company's
monopoly and since is to be falsified on the pre-
sent occasion it may be confidently anticipated
that the threats of massacring the Foreign
Ministers and residents in Peking were but a
ruse to delay the advance of the allied troops
and to enable the Chinese to gain time for
negotiations, and that, these threats having
failed in their object, the relief column when it
reaches the Chinese capital will find the major-
ity of the beleaguered still living. Once relief
has been effected, what action do the foreign
Governments propose taking?

The objectives of such action must, it is ap-
prehended, be (1) the punishment of those re-
sponsible for the investing and bombardment of the
Legations and for the murder of missionaries
and converts; and (2) the prevention of such
acts. In all efforts to attain these ends it
will be well to bear in mind the deliberate opin-
ion of Mr. (afterwards Sir) Rutherford Alcock
—recorded, it is true, over 50 years ago, but as
true to-day as it was then—that "a salutary
dread of the immediate consequences of violence
offered to British subjects, the certainty of its
creating greater trouble and danger to the na-
tive authorities personally than even the most
vigorous efforts to protect the foreigners and
seize their assailants will entail, seems to be the
best and only protection in this country for
Englishmen." On the other hand, it is justice
alone that must be exacted, and all sug-
gestions of vindictive retribution, such as
the razing of Peking or the destruction of the
Imperial mansions, must be absolutely dis-
countenanced. Such acts would be unworthy of
civilization. Not only would they create a bitter
rancor throughout China (which is a serious
prejudicially affect all future intercourse and
burst out against us at some later date, but they
would drag down western civilization to the
level of Eastern barbarism—if not below it, for
the Manchus have not only refrained from de-
stroying the tombs of the earlier Ming dynasty,
but have kept them in repair at State expense
—action always spoken of with high commenda-
tion by educated Chinese.

How then are the objectives aimed at to be
attained?

First, punishment.—As part of the repara-
tion for the murder of two missionaries in
Shantung Germany exacted the cession of
Kiaochau, and as part of the reparation for the
more recent persecution of Christians in San-
chuan France exacted territorial concessions in
that province. But, as a rule, the punish-
ment inflicted for the murder of missionaries
has been a pecuniary indemnity, coupled in
certain cases with the execution of one, or
more individuals of the baser sort who may
or may not have been responsible for the mur-
ders. Both forms of punishment are open to
serious objection; territorial indemnity, because
it creates the belief that missionaries are but
awns in the game of politics played by West-
ern nations and so instruments to further the
avenging of the country; pecuniary indemnity,
because it creates the belief that foreigners may
be killed with comparative impunity on pay-
ment of a few thousand taels, a system which
only further embitters the feeling of the people
towards missionaries and their converts because
it means increased local taxation. Neither
touches the *realis* of *origo muli*—the officials
who have been really responsible for the out-
rages either by actual incitement to them or by
failure to repress disorder in its initial stage.
It is true that the degradation of an official
has occasionally been demanded as one of the
terms of settlement, but when he has been
any standing the demand has in almost
every instance been waived in the end.

Government—a salutary policy for dealing
with Orientals no demand should ever be made
unless a decision has been come to to enforce it,
and, once made, it should never be abandoned.
In the present case both forms are to be specially
depreciated, because either will but accentuate
the causes of the present outbreak. Pecuniary
indemnity will, of course, have to be paid for
property destroyed—a very large sum in itself—
but beyond that point it should not be exacted.
The central and provincial Governments have
been reduced to the verge of bankruptcy by the
payments of money to cover the service of the
loans raised to liquidate the indemnity imposed
by Japan in 1895. To compel China now to pay
not only for property destroyed, but also for the
lives sacrificed during the present upheaval
would simply reduce the empire to beggary,
and by laying on the people, who are always on
the ragged edge of destitution, a burden of
taxation they could not bear, would embitter
the whole country against foreigners and
sooner or later result in insurrection; while
the real culprit, the officials, would go scath-
less, as they have always hitherto gone.
Neither let us make to pay the penalty
of their temerity and bloodguiltiness. Many of
the most prominent are already well known.
Exact the death penalty in their case at once.
And let a Court of investigation track out and
pass sentence on the less guilty, measures being
taken to ensure that that sentence is rigorously
executed. Let the officials once fully realize
that they are not in theory alone, but in fact also,
responsible for the maintenance of order and
will, if they fail to fulfil that duty, be made
personally to suffer in direct ratio to the con-
sequences of their failure, and such outbreaks will
be far less frequent in the future than they have
been in the past.

Secondly, prevention.—The deterrent effect to
be anticipated from the equitable punishment of
all high officials implicated has been stated in
the previous paragraph. But in this outrage—
unique in history not only for the insolent dis-
regard of the universally recognized *sanctus*
legatum, but for the slaughter at Government
instigation and in time of peace of foreign
missionaries and native converts (for even in the
Armenian atrocities the former were left un-
harmed)—complicity extends to those higher
than even the highest officials, to members of the
Imperial family itself. To shield them it will
be no doubt to their credit, but it is a regrettable
overpowering the Government and rendered it
incapable alike of performing its duty and of
giving effect to its benevolent intentions. Such
excesses cannot be entertained. The main-
tenance of order is one of the elementary duties
of every Government to evade responsibility by
the plea that it is unable to control its own people
is a policy that admits of no defence, because,
while the right of aliens to enter the country
has been established by treaties, the admission
of such a plea withdraws from them the only
security these treaties afford and provides no
other in its place. It was precisely this policy
which, sanctioned time and again by precedent,
of the treaty right of entry into Canton, induced
outrage and massacre of foreigners as evidence

of the antipathy of the local population, and so
led to the war of 1856. A reversal to that
policy and to the weakness of which it is the
outcome will lead to the same result, war, not to
a permanent peaceful settlement.

China's T'uan is guilty beyond doubt. And all
the information so far to hand points no less
clearly to the responsibility of the Empress
Dowager for the present outbreak. Since Sep-
tember, 1899, she has been the recognized head
of the Government. As such she has been either
directly responsible for the Boxer movement, or
has been the tool of anti-foreign advisers who
favoured it. In either case unit to continue to
direct the Government. It is said Russia and
France will object to any action which will
affect the Empress Dowager's position; but it
is scarcely credible that other Powers would
support her. If her responsibility, direct or in-
direct, for these outrages can be demonstrated,
and that it can be our sincerely admit of doubt.

What Government then should be substituted
for that of the Empress Dowager? There can
be no question that the control of the empire
should be restored to the Emperor. It has, it is
true, been stated so frequently as ultimately to
gain general credence that, when the Emperor
began instituting his reform measures, i.e., in
the first place, had little or no following, and, in
the second, piled these measures one on the other
with such rapidity as to show a positive incapacity
for government. All those, however, who
look to the candidates at the metropolitan elec-
tions, first, against the signature of peace
with Japan, and subsequently, against the ces-
sion of Port Arthur to Russia; who had studied
the signatures and had noted how large a pro-
portion belonged to inland provinces but little
affected by treaty port influences—all such per-
sons realized that the first charge was but the
child of ignorance, that a strong national feel-
ing—the outcome of pondering over the causes
of defeat by Japan and of the study of foreign
works on government and political economy
—was being developed throughout the Em-
pire, and that the Emperor had in fact be-
hind him the bulk of the younger generation
of thinking men, that is, of those who ten
or 20 years hence will be the rulers of the
country. And how real that support is was
shown in January last, when the election of an
her apparent to the Throne being thought to
presage the removal of the Emperor, resistance
almost assumed the form of revolt in certain
parts of China, and telegrams of protest poured
in from the Chinese resident in the Straits, the
Philippines, Australia, and America. As re-
gards the second charge—Chinese themselves,
who, after all, know their country and their
countrymen far better than Western critics can
pretend to know them, maintain that the seem-
ing precipitancy to which exception has been
taken on the Emperor's was essential in order
to import to the movement the momentum
necessary to overcome the dilatoriness of hard-
worked officials and the obstruction offered to
any change in China. The restoration of the
Emperor to power has again been urged during
the present crisis by notables of Nanking, both
Mandarin and Chinese, in a dignified but pathetic
appeal to the Powers, the concluding portion of
which is as follows:

"We look longingly towards Peking, but
grieve that we have not the power to rescue
our beloved Sovereign. We can only place our
trust in the spirit of justice and the impartiality
of the Governments of the various Powers and
their representatives at Peking, who under-
stand the true state of affairs, to rescue our
Sovereign from the clutches of his enemies and
from our country's enemies also, and restore
our Emperor to his throne and rights. The
days of reform will not then be far off for the
Empire, knowing the advantages of Western
learning and science, has ever been eager to
reform its country, thereby bringing civiliza-
tion, peace, and plenty to China, and to the
world at large. You will then see a grateful
people filled with happiness and thankfulness
at this supreme act of justice of the Western
Powers: a grateful people will eagerly seek for
opportunities to show their gratitude to their
foreign saviours; and the prayers of the
Chinese nation will ever follow the Powers
which have restored their beloved Sovereign to
them, and brought peace out of the chaos now
devastating the land. Can we hope for this act
of kindness and justice at the hands of the
various foreign Governments and their plenipo-
tentiaries at Peking?"

It is this appeal which is granted there is no lack of
tried and able officials ready to assist the Em-
peror in the task of establishing a reformed
Government.

Let there be no mistake, however, as to what
the effect of this step would be. The ad-
vantage of the Reform party to power would cer-
tainly not mean that foreigners will be free to do
as they please in China, nor even necessarily a
pro-foreign policy. The reform movement is a
national movement, the object of which is to
reform the administration and by the introduc-
tion and assimilation of Western science to
make China a progressive and strong nation. It
is, therefore, radically opposed to the present
ment and to spheres of interest, but it is favor-
able to progress and to the introduction of
foreign enterprises so long as they are worked in
conjunction with Chinese, and are so controlled
that they cannot work to the detriment of
China's autonomy. That movement is started
and is spreading, and no action taken, whether
by foreign Powers or by the Government of
China, can now stamp it out. To attempt to
suppress it and the forces it represents will
sooner or later produce an explosion, the
consequences of which cannot be foretold,
as inevitably as would the jamming of the
safety valve in a boiler under which the fires
have been lighted. To aid and guide it,
as Sir Harry Parkes in early days aided with
respect the similar movement in Japan, will
work incalculable good. The movement, too,
deserves the sympathy of the West, and com-
mends itself to all well-wishers of China. It
stands for a reformed and autonomous Empire,
with no spheres of interest, but animated by
friendly feelings to foreigners so long as they
respect its autonomy, and with equality of op-
portunity for all. In no word, it represents the
policy which the United States last year urged
the Western Powers to adopt towards China,
and for which they secured the support of al-
most all of them. It should, therefore, meet
with little opposition in any side, and should
avoid the nightmare that now oppresses us, the
fear of the revival of international jealousies,
with a possible general war as the result, so
soon as the beleaguered foreigners in Peking
would do more than anything else to prevent a
recurrence of the present alarming condition of
affairs in China.

The foreign Powers have, however, on their
side duties to perform. For the impartial
student of Chinese politics is forced to admit
that responsibility for the present crisis does not
rest with China alone, but must be shared by all
Western nations. The causes of this outbreak
are partly of political, partly of religious or
missionary origin.

As regards the former, after the war with
Japan had appeared to show that China was not
the redoubtable Power she had been thought to
be, Western nations, rashly concluded that in
this vast empire they could with impunity estab-
lish the earth-lungs that had been upon them.
Germany was the first Power to give effect to

this belief by the seizure of Kiaochau in 1897.
Then followed the acquisition of Port Arthur
and Tientsin by Russia, of Weihaiwei by
England, and of Kwangchow by France—all
"by way of compensation" and under the pre-
text of threats of hostility. Nor content with
having deprived China of every harbour worth
having along her coast, the Powers followed
up these acquisitions with claims to "spheres
of influence of interest" in which they de-
manded concessions which carried with them
extra-territoriality, and so by ousting Chinese
jurisdiction and national sovereignty, paved
the way to protectorates and ultimately to
absorption. And when the Chinese see their
whole empire so parcelled out among Euro-
pean nations that not a square mile remains
for China herself (as it is in a map recently
published by the eminent cartographer
Justus Perthes, of Gotha), is it any wonder if
they ask themselves whether it would not be
nobler to strike a blow for the preservation of
their national existence rather than sit with
folded hands until these claims so ostentatiously
disclosed had become an accomplished fact?
They would have, it is true, to face the world;
but the mutual jealousies of the Powers might
cause diversions that would save them, and if
they lost, would not the result be much the
same as if they stolidly awaited absorption?
Besides, when Italy, following the example of
the more powerful nations, had demanded the
cession of Sanamun Bay, had not a stiff upper
lip succeeded to cause the withdrawal of that
demand? May we not therefore strongly show
force throughout the Empire being these foreign
Powers to their senses by proving to them that
China is not so moribund as they thought and so
secure, not only freedom from further aggres-
sions, but possibly also the retrocession of what
has been already taken? Moreover, it must not
be supposed that in the awakening caused by
defeats at the hands of Japan the thinking
classes have not learnt to realize that China
counts a population of 400 millions, a population,
that is far in excess of those of Europe, America,
and Japan combined; and that though the
stratagem of these latter countries are far superior
to the Chinese in armament and drill yet they
are all, Japan alone excepted, situated at so
great a distance that but small forces can in
fact be utilized for service against China.
These truths now being realized for the first
time must influence China's policy very con-
siderably in the future; and the fact that they
are being realized should impress upon western
nations the truth that China, instead of being
the "corps" Mr. Hanotaux is stated to have
described her as being, is a giant, asleep per-
haps, but whose dormant energies it would be
very unwise to excite.

The religious causes are of far earlier origin
than the political. So long ago as Sir E.
Alcock's time, Prince Kung attributed all
causes of serious international disagreement to
missionary propaganda; and after the Kin-
chow incident, the "slicing process" (as the
Chinese term the cutting off of a piece of terri-
tory by one nation less and by another there),
and the interference of foreign innovations with
native industries, together with the overbearing
treatment which accompanied them, which fol-
lows in Shantung and Manchuria, have not
unnaturally been laid in popular opinion at the
missionaries' door. An even more potent cause
of popular hostility is the support which it is
alleged, missionaries, both Catholic and Pro-
testant, give to their converts' suits in the local
courts. How much ground there is for
such a charge it is not easy to say. Catholics
and Protestants alike deny such action, but
neither insist that the other syncretists it; and
in the well-known cases, which scandalize Chris-
tianity, of the Swatan, Taichan, and Mukden
disputes, neither side has scrupled to lay
these charges officially before their national
authorities in Peking. Where there is so much
cause there can scarcely fail to be some fire.
It has been urged, too, that the arrangement
came into force last year, by which the Chi-
nese Government conceded official recognition
according to their *statuta* in the Church, to the
Catholic priesthood, has considerably increased
interference by priests on behalf of their con-
verts with local officials in their ordinary work
of government, and has consequently aggravated
ill-feelings towards missionaries and their work
generally. This seems more than doubtful; for
sufficient time has not yet elapsed to show what
the effect of this arrangement will be—whether
it will tend to facilitate local settlement of dis-
putes or to increase causes of friction. In any
case, the mass of Chinese believe that their
follow-countrymen, by declaring themselves
Christians, not only exempt themselves from par-
ticipation in liabilities that are considered as
on all members of the community, but secure
foreign support in local disputes; and the
various denominations of missionaries, while
denying that they give such support, endorse
the general Chinese belief by charging the other
missions with giving it. Moreover, when such
support is not given, the convert is apt to claim
foreign protection, and the local official, appre-
hensive of complaint being laid against him with
reference to a convert, is apt to refer the com-
plaint to a court tantamount to a denial of
justice in view of the impossibility of the man's
incurring the expense of such a journey. The
result in this case, as in those of direct inter-
ference, is naturally rancour and resentment
against both officials and converts, and those
feelings find vent when the suitable occasion
arises. It is hardly necessary to say that any
interference, whether overt or covert with the
Chinese administration of law, merely because
one of the parties concerned is a convert, is alto-
gether unjustified by a treaty. A Chinaman
though a convert is still a Chinaman, and as such
amenable to his national jurisdiction, and in such
a case the same way as the non-convert. To
avoid trouble in the future this should be made
clear beyond possibility of mistake to all mis-
sionaries by their national authorities. The number
of converts may fall off because such unwarranted
protection be no longer afforded, but it is pre-
ferable that the Christian community be con-
fined to conscientious believers than that its
number be swelled by adherents who join not
from conviction, but to secure personal advan-
tage at the expense of their neighbours. It may
be urged that to preach the Gospel is a duty,
will even if that duty is not to be per-
formed in a just and reasonable way, not in
such a manner as may set half the world aflame
every few years.

Finally, who is to conduct these delicate, diffi-
cult, and momentous negotiations? It is scarce-
ly to be hoped that, after all the trials they have
endured, the foreign representatives in Peking
will, when rescued, be equal to the strain of long
and arduous diplomatic discussions, nor does it
seem fitting that they should be called upon to
negotiate with a Government that has subjected
them to such indignity and suffering. The pro-
per course then would appear to be for ourselves,
at any rate, in view of the preponderating inter-
ests we possess in China, to appoint a tried and
able diplomat as Special Ambassador for this
purpose, whose mission would be analogous to
that entrusted to Lord Elgin in 1858.

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VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PORT BLOCHERY, MA-
DRAS, CALCUTTA, DIBOUTI,
EGYPT, MARSEILLES, MEDI-
TERRANEAN AND BLACK
SEA PORTS.
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th September, 1900,
at 1 P.M., the Company's Steam

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barrow	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON AC. VIA PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Palford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 18th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
BREMEN VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 21st inst. at Daylight.
MARSEILLES AC.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 24th inst. at 1 P.M.
MARSEILLES AC. VIA PORTS OF CALL	SALAZIE	Fr. str.	—	Negro	SANDER, WIELE & CO.	To-day
TRIESTE AC. VIA PORTS OF CALL	CHINA	Aus. str.	—	R. Meyer	CARLOWITZ & CO.	To-morrow
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 30th Oct.
HAVRE & HAMBURG	AFRIDI	Brit. str.	—	Schneider	DODWELL & CO., LIMITED	To-day, at 5 P.M.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—		SHEWAN, TOMES & CO.	On 22nd inst.
NEW YORK VIA SUEZ CANAL	NORWOOD	Brit. ship	—		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK	ASTORIA	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	GLYNOLLE	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 10th Oct.
VICTORIA, B.C. & TACOMA VIA FOCHOW	EMPEROR OF JAPAN	Brit. str.	—	Hiljebrandt	DODWELL & CO., LIMITED	On 20th inst.
VANCOUVER, B.C. & SHANGHAI, &c.	SKARPSNO	Brit. str.	—	W. Frakes	CANADIAN PACIFIC RAILWAY CO.	On or about 18th inst.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	G. A. Lee, R.N.R.	PACIFIC MAIL S. S. CO.	On 20th Oct.
PORTLAND, OREGON, &c.	CITY OF PEKING	Amr. str.	—	J. Kennedy	PACIFIC MAIL S. S. CO.	To-morrow
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—		O. & O. S. S. CO.	On 6th Oct. at Noon.
SAN FRANCISCO VIA AMOY, &c.	BERGHEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst. at Daylight.
SAN FRANCISCO VIA NAGASAKI, &c.	TAIYUAN	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 28th inst. at 4 P.M.
SAN DIEGO, &c. VIA SHANGHAI, &c.	AUSTRALIAN	Brit. str.	—		NIPPON YUSEN KAISHA	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—		P. & O. S. N. Co.	On 22nd inst. at Noon.
AUSTRALIAN PORTS	ROHILA	Brit. str.	—		NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
YOKOHAMA VIA NAGASAKI, KORE	YAWATA MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 23rd inst. at Daylight.
YOKOHAMA, KORE & YOKOHAMA	CHINGTO	Ger. str.	—		SANDER, WIELE & CO.	On 21st inst. at 5 P.M.
TAKU	LO NGAMON	Ger. str.	—		F. J. Cole	On 23rd inst. at Daylight.
SHANGHAI	SACHSEN	Brit. str.	—		DODWELL & CO., LIMITED	On 27th inst. at Daylight.
SHANGHAI NAGASAKI, HIGO & YOKOHAMA	MAITA	Brit. str.	—			
SHANGHAI	MAITA	Brit. str.	—			
SWATOW, AMOY & FOCHOW	ANPING MARU	Jap. str.	—			
SWATOW, AMOY & TAIWANFOO	TASSU MARU	Jap. str.	—			
SWATOW, AMOY & TAMSUI	MINNIE	Brit. str.	—			
MANILA DIRECT	DIAMANTH	Brit. str.	—			
MANILA VIA AMOY	TAIYUAN	Brit. str.	—			
MANILA	AUSTRALIAN	Brit. str.	—			

SHIPPING.

ARRIVALS.
Sept. 14, SUND, British transport, 4,490. Sydney Andrews, Taku 9th September.
Sept. 15, DAYBREAK, British str., 700. A. H. Best, Shanghai 11th Sept., General.
Sept. 15, HAITAN, British str., 1,183. Rouch, Fochow 12th Sept., Amoy 14th and Swatow 14th, General.—DOUGLAS LAURIE & CO.
Sept. 15, KWANGHAI, British str., 1,407. Lincoln, Canton 14th September, General.
Sept. 15, BAWA, British transport, 8,544. Jones, Taku 11th September.
Sept. 15, CLIVE, British troopship, 2,732. G. J. Bangh, Shanghai 11th September.
Sept. 15, BENGAL, British transport, 2,751. S. Barcham, Bombay 31st August and Singapore 10th September, Mails and General.—P. & O. S. N. Co.
Sept. 15, CHRYSEAN, British str., 1,195. Bowker, Canton 14th September, General.
Sept. 15, JARDINE, MATHESON & CO. str., 4,138. P. H. Rolfe, Manilla 12th September, General.
Sept. 15, HANOI, French str., 749. Pannier, Haiphong 18th September and Hoihow 14th, General.—A. R. MARRY.
Sept. 15, ARENARD, German steamer, 611. Lorenzen, Cebu 9th September, General.
Sept. 15, FEICHHING, British str., 987. J. Gordon, Haiphong and Hoihow 14th Sept., General.
Sept. 15, MACDUFF, British str., 1,882. Reht, Glasgow 14th August, Coal.—DODWELL & CO., LTD.
Sept. 15, SUND, VAN LANGKAT, Dutch str., 1,354. Blomberg, from Japan, Coal.—MEYER & CO.
Sept. 15, ANAMA, British str., 1,561. Mattock, Samarang 7th Sept., Sugar.—JARDINE, MATHESON & CO.
Sept. 15, ANPING MARU, Japanese str., 1,058. Atsumi, Tamsui, Amoy and Swatow 15th Sept., General.—M. B. KAISHA.
Sept. 15, BENCLUTHA, British str., 1,320. T. Sleeman, Shanghai 13th Sept., General.
Sept. 15, GERMANIA, German str., 1,714. A. Benlikon, Manila 12th Sept., Ballast.—JEBSEN & CO.
Sept. 15, HAILAN, French str., 377. Merbes, Pakhoi and Hoihow 15th Sept., General.—A. R. MARRY.
Sept. 15, SAN GOTTARDO, Italian transport, 3,000. V. E. Cera, Spezia 29th July and Singapore 9th September.

CLEARANCES.

At the Harbour Master's Office.
15th September.
Wadgate, British ship, for Port Townsend.
Maiduru Maru, Japanese str., for Swatow.
Loock, German str., for Swatow.
P. C. C. Kiao, German str., for Hoihow.
Volute, British str., for Shanghai.
Dejima, German str., for Taku.

DEPARTURES.

Sept. 14, HAILONG, British str., for Amoy.
Sept. 15, PAKHATIA, British str., for Europe.
Sept. 15, LANADA, British transport, for Calcutta.
Sept. 15, ANOUR, French transport, for Taku.
Sept. 15, LALPOOR, British transport, for Taku.
Sept. 15, FLORES, Dutch str., for Kutchinotzu.
Sept. 15, THOR, Norw. str., for Kutchinotzu.
Sept. 15, HILIGLEN, British str., for Shanghai.
Sept. 15, GLENOLLE, German str., for Shanghai.
Sept. 15, LYDENMOON, German str., for Nagsaki.
Sept. 15, PATROCLOS, British str., for Nagsaki.
Sept. 15, HOIHOW, French str., for Hoihow.
Sept. 15, DAYBREAK, British str., for Canton.
Sept. 15, CHUTEANG, British str., for Swatow.
Sept. 15, HARMES, Norw. str., for Canton.
Sept. 15, LOONGSAY, British str., for Manilla.
Sept. 15, DRETFOS, German str., for Saigon.
Sept. 15, GLENFALLACH, British str., for Amoy.
Sept. 15, CHINA, German str., for Singapore.
Sept. 15, CHINGHAI, British str., for Bangkok.
Sept. 15, GONGGAREZ, Brit. str., for Kanchow.
Sept. 15, LIV, Norw. str., for Kutchinotzu.
Sept. 15, MAIDURU MARU, Japanese str., for Swatow.
Sept. 15, LOOSOR, German str., for Bangkok.
Sept. 15, P. C. C. Kiao, Ger. str., for Bangkok.
Sept. 15, VOLUTE, British str., for Shanghai.
Sept. 15, DEJIMA, German str., for Taku.
Sept. 15, BENGAL, British str., for Shanghai.
Sept. 15, ROSETTA, British str., for Yokohama.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Argus, Longmoon, Kong Beng, Tai On, Pakelan, Kongnam, U.S.S. Meade, Vigilante, H.L.G.M.S. Tiger.
COMMERCIAL DOCK.—Stanfield, Glenogle.

SHIPPING REPORTS.

The British steamer *Yuenan*, from Manila 12th September, had moderate to light N.W. winds, fine and clear weather, smooth sea.
The British steamer *Daybreak*, from Shanghai 11th September, had fresh following wind and sea to Ooloon; from thence to port moderate wind and cloudy weather.
The British steamer *Beulah*, from Shanghai 11th September, had moderate N.W. winds with fine weather to Steep Island; from there to Tuenmuoi strong northerly winds, with very heavy easterly swell; from thence to port moderate to fresh N.W. and W. winds, with more or less easterly swell and cloudy weather.
The British steamer *Hailan*, from Fochow, Amoy and Swatow 14th September, had moderate N.E. breeze, following sea, fine and clear weather to Amoy. From Amoy to Swatow moderate N.E. breeze and sea, fine and clear weather. From Swatow to port moderate N.W. breeze and sea, fine and clear weather. Vessels in Amoy—*Afriadi*, *Tientsin*, U.S.S. *Cordier*, one French gunboat and three Japanese gunboats. In Swatow—H.M.S. *Malahak* and *Wingong*.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
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THE Company's Steamship
Captain R. Meyer, will be despatched as above TO-DAY, the 17th inst., at 5.15 and Valerius are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELE & CO., Agents.
Hongkong, 11th September, 1900.

VESSELS ON THE BERTH

THE Steamship
"AFRIDI"
will be despatched for the above port TO-DAY, the 17th inst. at 5 P.M.
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 15th September, 1900.

VESSELS ON THE BERTH

THE Steamship
"AFRIDI"
will be despatched for the above port TO-DAY, the 17th inst. at 5 P.M.
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 15th September, 1900.

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Hongkong, 15th September, 1900.

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CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R., WEDNESDAY, 20th Sept., 1900.
"EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900.
"EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS from the CANADIAN PACIFIC RAILWAY, which leave daily for the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar Street.

Hongkong, 30th August, 1900.

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(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIFTER, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS—NORTH and SOUTH AMERICAN PORTS.

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HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIFTER, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS—NORTH and SOUTH AMERICAN PORTS.

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VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
FOR PORTLAND, OREGON IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
* GLENOLLE	3,750	W. Frakes	Sept. 20	MONSHIRE	3,372	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 23				
VICTORIA	3,592	J. Pantou	Oct. 16				

* Calling at Foochow.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to New York in 4 days. Magnificent scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £35.
The best route to the ROOSEVELT GOLD FIELDS. Frequent sailings from Victoria, TACOMA and PORTLAND to IYWA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £35 10s. 0d.
This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINCINNATI and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Clincher to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months. This affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to Yellow Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 15th September, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
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PORTS IN THE LEVANT, BLACK SEA AND B

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"BERGENHUS" 3,606 Tons, on 18th Sept.

THE Steamship "BERGENHUS" will
be despatched for SAN DIEGO and
SAN FRANCISCO, via SHANGHAI,
MOI, KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 18th September.
Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 25th August, 1900. [14]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, Sept. 18,
at Noon.
CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Oct. 13,
at Noon.
CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Honolulu) THURSDAY, Nov. 8,
at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on TUESDAY,
the 18th September, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 29th August, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT
(TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR" will be despatched as above on
THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 24th August, 1900. [2203]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South America, in connection with the
CHINA STRAITS NAVIGATION CO. fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars,
apply to

DODWELL & CO. LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"MENMUIR" will be despatched as above
on FRIDAY, the 21st instant, at 5 P.M.

The attention of Passengers is directed to the
excellent accommodation provided by this
Steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 15th September, 1900. [2417]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKU.

THE Company's Steamship

"CHINGTU" will be despatched on
SATURDAY, the 22nd inst., at Noon.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 14th September, 1900. [2412]

SHEWAN, TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK" will be despatched for the above port on or
about SATURDAY, 22nd September, 1900.

To be followed by the Steamship

"ANAPA" on or about 20th October, 1900.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents,
Hongkong, 17th September, 1900. [2408]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above
on SATURDAY, the 22nd September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 15th August, 1900. [3009]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Oct. 6,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, Oct. 30,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Nov. 24,
1900, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on SATURDAY, the 6th October,

1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
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SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

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address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 14th September, 1900. [5]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN" will be despatched as above
on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 14th September, 1900. [2294]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN" will be despatched as above
on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provisions
during the entire voyage.

A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

"N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN AND AUSTRALIAN
S.S. Co. and vice versa.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 14th September, 1900. [2293]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PEESIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"CLYDE" will be despatched as above
on SATURDAY, the 23rd September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 17th September, 1900. [2408]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above
on SATURDAY, the 22nd September.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 15th August, 1900. [3009]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Oct. 6,
1900, at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, Oct. 30,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Nov. 24,
1900, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on SATURDAY, the 6th October,

1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

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UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

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on application.

Special rates (first class only) are granted to
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Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
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to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
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will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,
Agent,
Hongkong, 14th September, 1900. [5]

NOTICES TO CONSIGNEES.

S. S. "HILLGLEN"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th September will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
19th September, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th September, at 3 P.M.

No Fire Insurance has been effected, and
Bills of Lading will be countersigned by

DODWELL & CO. LTD.,
Agents,
Hongkong, 12th September, 1900. [2410]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"CHINA" having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the office of the undersigned before
NOON on the 21st Sept., or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
September will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELE & CO.,
Agents,
Hongkong, 14th September, 1900. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN" FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and God-
own Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From Constantinople, ex s.s. *Elkahir*.

Optional Goods will be landed here unless in-
structions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 19th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 13th September, 1900. [1]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID,
ADEN, KARACHI, BOMBAY AND
SINGAPORE.

THE Steamship

"MELPOMENE" having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the undersigned before
NOON on the 20th inst., or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 20th
inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELE & CO.,
Agents,
Hongkong, 13th September, 1900. [6]

STEAMSHIP "INDUS"

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. *Per Ho*, and Bordeaux ex s.s. *Ville
de Brest* are hereby informed that their goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 17th instant, at NOON, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 17th instant, or they will not be re-
cognized.

